

CLASSIFICATION CONTROL/US OFFICIALS ONLY

COUNTRY Soviet Zone of Germany REPORT NO. 25X1A

TOPIC T rains with Soviet troops and Materiel in the Soviet Zone of Germany

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT see below

DATE OBTAINED 17 August 1949

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

2 June 1949

25X1X

1. a. One north-bound train of 12 coaches, each occupied by 50 to 60 young soldiers, passed through FUERSTENBERG (N 54/U 52). The soldiers wore good uniforms with blue epaulets and had baggage with them. According to civilians, a similar train, allegedly occupied by parachute troops, passed through FUERSTENBERG on the same day.

b. One train of six flatcars, each loaded with two guns of 75 mm caliber, and about 50 sealed boxcars, was observed in the FUERSTENBERG RR station area. The train was allegedly to be unloaded in FUERSTENBERG.

c. One train was observed being unloaded in DANNENWALDE (N 54/U 61) in the afternoon of 2 June 1949. The unloading of four flatcars was completed, while seventeen flatcars were each still loaded with two field guns of 75 mm caliber on split-trail carriages. Six sealed RR boxcars were also on this train.

25X1X

15 June 1949

2. Trains with Soviet troops, coming from the direction of HALLE (M 52/D 92), passed through KOETHEN (M 52/D 95). On the last train, seen at about 6 p.m., the following materiel was observed: Ten antitank guns of 76.2 mm caliber and five trucks with the letter "E" preceding the motor vehicle number. One train, loaded with 12 trucks, left KOETHEN in the direction of HALLE in the evening.

25X1X

25 June 1949

3. One train of about 40 flatcars, each loaded with two antitank guns of 57 mm caliber, and six boxcars with soldiers, passed through the FRANKFURT/Oder Main RR station, proceeding to the marshalling about 2:30 p.m.

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25 June 1949

4. According to a RR engineer, the special train "KW.83682" of

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Next Review Date: 2008

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NO CHANGE in Class.

CLASSIFICATION

Class. CHANGED TO: CONFIDENTIAL

Auth.

Date: 18 MAY 1978 By:

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26 coaches and 4 boxcars was run from BREST to FRANKFURT/Oder. The coaches were occupied by more than six hundred 17 to 22-year old soldiers wearing red-bordered, black epaulets with the bundled-lighting insignia and crossed-gun-barrel insignia. When stopped the train was guarded by soldiers wearing black-bordered, red epaulets.

25X1X

[] 1 July 1949

5. One west-bound train with rocket launchers, trucks, and troops, left NAUEN (N 53/2 45).

25X1X

[] 2 July 1949

6. One train with about 15 guns, as many prime movers, 5 trucks and troops on 15 to 20 boxcars, passed through GUESSEN (N 53/Y 82), going in the direction of LAGUEBURG.

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[] 4 July 1949

7. One train with ten antiaircraft guns of 37 mm caliber, eight jeeps with antiaircraft machine guns and troops on five boxcars, coming from the direction of WEIMAR (M 51/J 57), passed through ERFURT (M 51/J 36), proceeding in the direction of EISENACH (L 51/J 57).

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[] Comment:

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a. On par 1a: The train concerned presumably carried recruits for air force units in the Mecklenburg area. The information that parachute troops were concerned is considered incredible.

b. On par 1b and 1c: The trains concerned presumably carried troops to the TEMPLIN training area.

c. On par 2: The north-bound train, passing through KOETHEN, possibly went to JUTTERBOG (from there to MARKENDORF?).

d. On par 3: The train concerned possibly carried component units of the 7th Gds Mezz Div (Cadre) to the Scharnueffel Lake or LIEBEROSE training area.

e. On par 4: The special train presumably conveyed recruits to the Soviet Zone of Germany (late arrival of soldiers, so far deferred from the draft?).

f. On par 5: The train concerned possibly carried component units of 1st Mezz Div from DOLBERITZ to a training grounds (WITTSTOCK Area?).

g. On par 6: Transfer of an artillery unit to a training grounds (Letzling Heath?).

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h. On par 7: [] the train concerned carried component units of 21st Gds Mezz Div. Units of this division have been practicing at the Windel troop training grounds since May 1949.

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